The ATO and the NAS Architecture

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ATO: "Back to the Basics"

CUSTOMERS

Commercial Aviation
- Airlines
- Cargo

Business Aviation
Private Aviation
DHS (and other Govt. agencies)
Military (DOD)*
** Partner with ATO*

OWNERS

U.S. citizens *
Traveling public *
Taxpayers *
** As represented by Congress*
Office of Management and Budget
Secretary of Department of Transportation
Inspector General

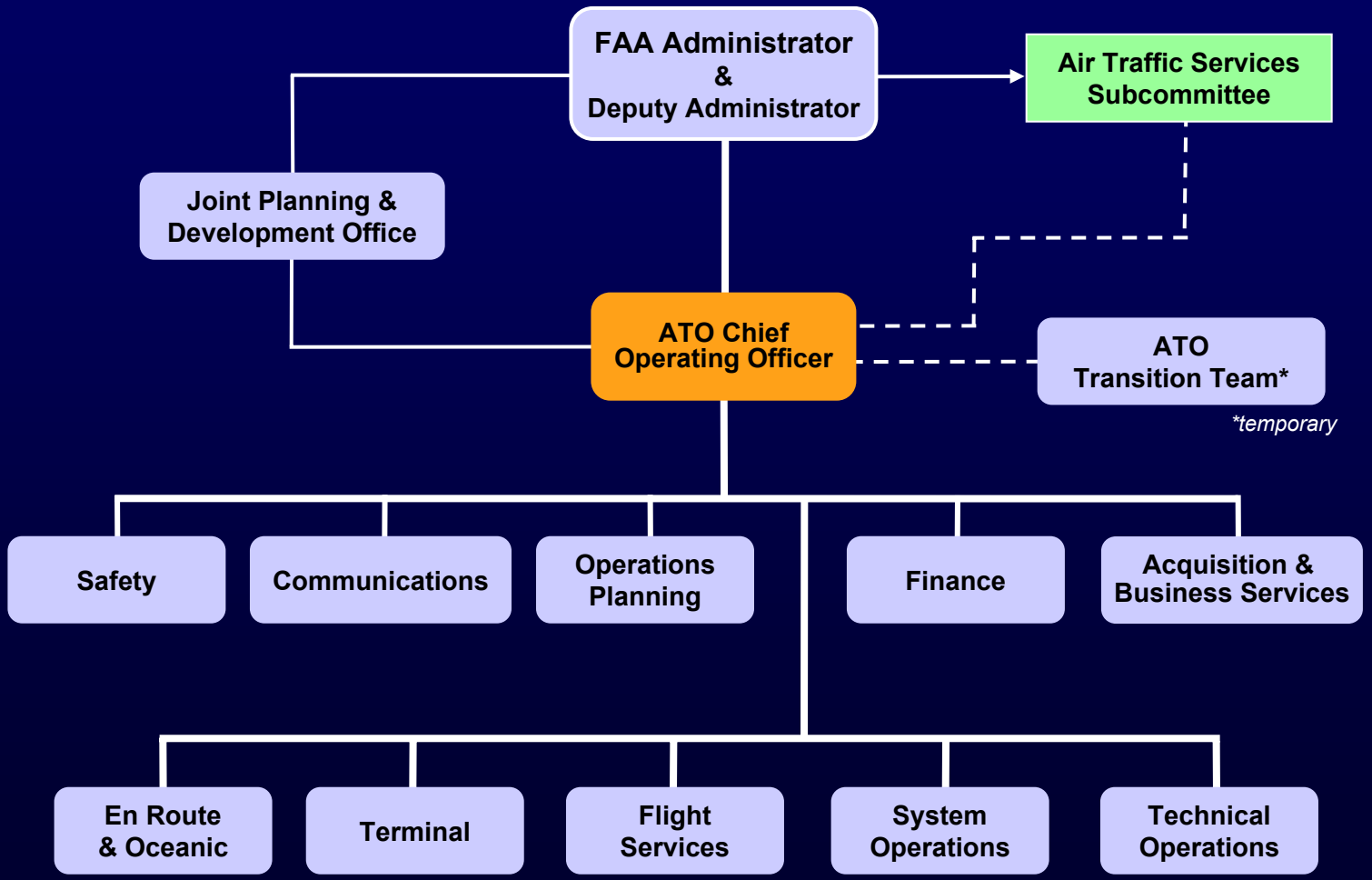
EMPLOYEES

ATO Individual Federal Employees
Labor Unions

Using Metrics to Manage in the ATO

TODAY	TOMORROW
Focus on inputs ($$s, staffing)	Focus on outcomes/results
Manage budgets	Manage costs
Measure system level performance ONLY	Measure performance at all levels
Access to data is restricted	Access to data is transparent
Plans and budgets are disconnected	Plans and budgets are integrated
Financial decisions are centralized	Financial decisions are decentralized
No process to ensure effective execution of strategy	Create and implement process to effectively execute strategy

Reporting in New Organization



Air Traffic Services

- Separation assurance
- Flight Planning
- Airspace Management
- ATC Advisory
- Traffic Management – Synchronization
- Traffic Management – Strategic Flow
- Infrastructure & Information Management
- Emergency and Alerting
- Navigation

Keep in mind: it's not just the technology, the organization, or the user; ***it's all of it!***

Service Evolution Plan

- Describes how ATC services will evolve through 2015
  - Basis, integral part of NAS Architecture
  - Direct relationship to ATO LSU objectives (9)
  - Provides strategic overview:
    - Changes in service delivery performance as viewed by customer
    - Activities to reduce cost of service delivery and/or increase service performance
- Provides consolidated roadmap for change

Target System Description

- What we learned
  - We can't afford it
  - High cost for maintaining services
    - Maintaining infrastructure is high cost
  - CIP down 15% (2.5M)
    - Need to revisit TSD assumptions in light of budget realities
- New organization (ATO) looking at F&E and Ops together more closely
  - Any new FAA investment must be offset by cost reductions to FAA directly (and not by user benefits alone), or we can't afford it

What's Changed? What's Changing? Communications Programs

- NEXCOM Segment 1a "Multimode Radio"
  - Funding not affected – Installation begins this year
- NEXCOM Segment 1b "Ground System"
  - Unaffordable – Funding available in FY08
  - Sustaining radio control infrastructure
  - Utilizing initiatives of the Radio Spectrum Plan
- "All Domain" NAS Voice Switching
  - Defining requirements
  - Dynamic Resectorization is key component
- FAA Telecommunications Infrastructure (FTI)
  - Funding not affected – 4 of 7 key sites installed
  - Voice?
- Datalink

What's Changed? What's Changing? Communications Programs (ctd)

International Objectives:

- Next Generation Future Communications Joint Study
  - Working with EURCONTROL to study A/G Communications Interoperability
- Updating the Manual on ATS Voice Switch Signaling with EUROCAE to introduce Voice over IP to the suite choices
- Working with ICAO on the integration of voice and data
- Working with EUROCONTROL to develop standards for implementing IPv6 in lieu of ISO standards
- Plans to conduct Mode 3 interoperability testing with Japan

What's Changed? What's Changing? Navigation Programs

- Local Area Navigation System (LAAS)
  - benefits lower than before
  - business case unclear
- Zeroed in 2005 budget – but not cancelled
- FY-04 funds will be used for R&D
  - integrity analysis
  - GPS vulnerability
- Objective – Cat III Landing System
  - immune to interference
  - no backup required

What's Changed? What's Changing? Surveillance Programs

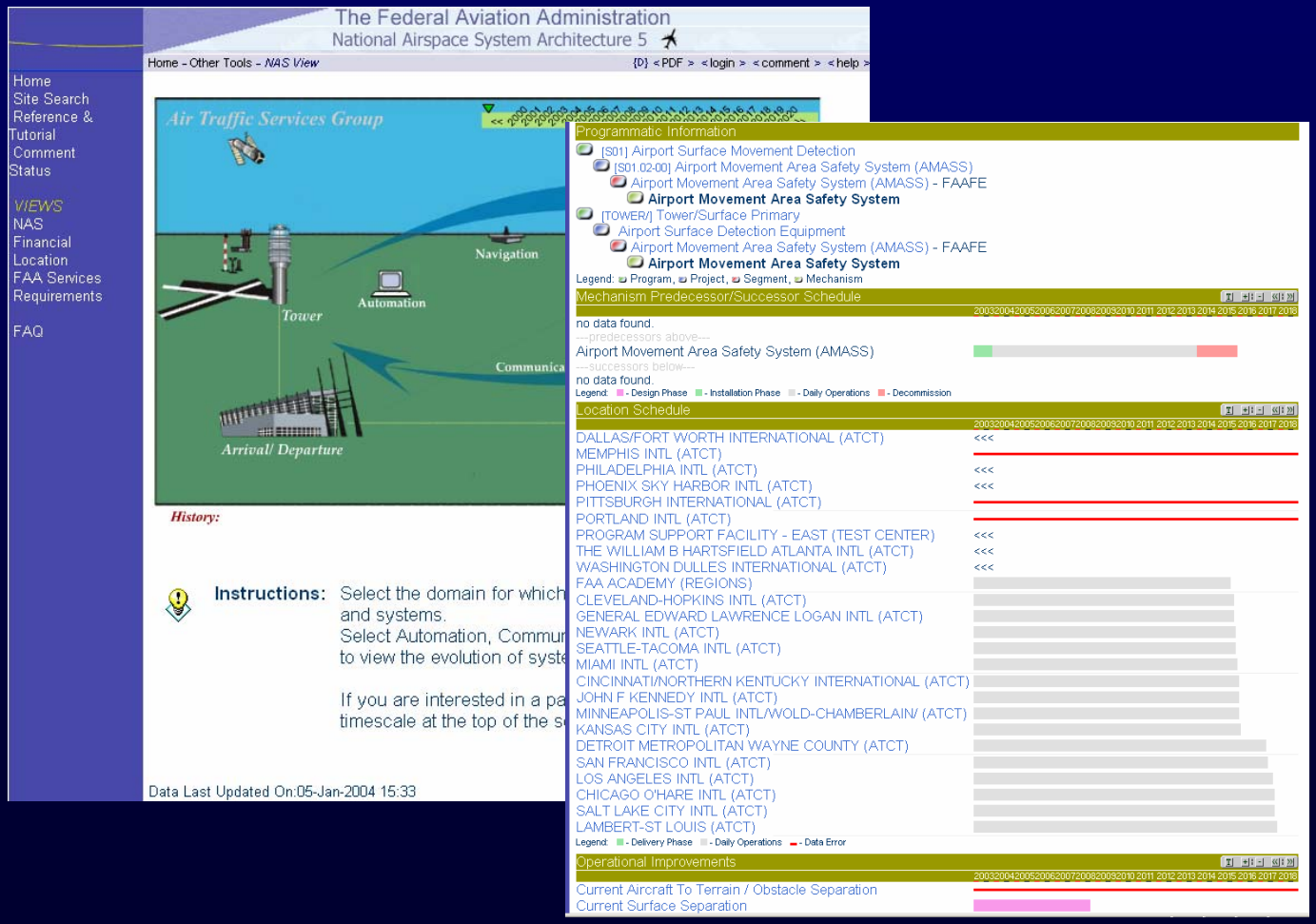
- No impact on current surveillance programs
  - ASR-11, ATCBI-6 programs continuing
  - Mode S/ASR-9 SLEP in planning stages
  - ASDE-X on track
- ADS-B Business Case under development
  - ADS-B integral part of NAS Architecture
  - Investment Decision planned for Dec 04
  - Affordability uncertain

Where You Can Help

- Spectrum Efficiency
- Future Communications
- Multifunction Avionics
- SWIM

NAS Architecture 5: NAS Wide View

http://www.nas-architecture.faa.gov/



NAS Architecture 5: Finance View